

Our Candidate for Congress.

We clip the following article from the Lancaster Gazette. There is force in the remarks. Read it, ponder over it, and act upon its suggestions:

AN IMPORTANT CONSIDERATION.—Probably no Congressional District in the Union is better calculated for a high degree of prosperity in the way of manufacturing enterprise or needs the fostering care of Government more than this, composed as it is of Fairfield, Perry, Hocking, Vinton, Athens and Meigs, all of them containing the best facilities for manufacturing purposes. We have abundance of Iron Ore, can have any number of Salt Wells, and have any quantity of Coal. How much better would it be for Fairfield to have a market down the valley and at home, instead of paying heavy freights and charges to transport it to England or even to the Eastern States! And yet we are to be represented in Congress by a member who will oppose a Tariff designed to build up American Manufactures and is also the opponent of Internal Improvements of any character by the General Government. The people of this District, if they consulted their own interests, would vote for Mr. Welch, who would labor to have the Government to take some measures to foster and advance American Enterprise and American Industry. Think of these things, Voters of the 11th District.

Railroad Meeting at Nelsonville.

We learn that there was a general attendance of the people at the railroad meeting, at Nelsonville, on Saturday last. The object of the meeting was to discuss the expediency of building a railroad from Columbus, by way of Lancaster, Nelsonville, &c., to Pomeroy, on the Ohio river. This is designed to open up to market the vast coal and iron deposits of the Hocking Valley. Speeches were made by the Hon. Thomas Evans, of Lancaster; WILLIAM NEAL, Esq., of Columbus; Messrs. SENECA, FETTER, &c., of Athens county, and others. The vast advantages that such a road would be to Columbus, and other points of the State, were made manifest to all.

The Hocking Valley is celebrated for its immense deposits of coal, which are the finest and most abundant in the West. A direct communication from Columbus to these immense mines, by railroad, is a consummation devoutly to be wished by all our business men, as well as citizens generally. The price of coal would be materially reduced, and could be supplied in great abundance, and at all times of the year. Numerous factories could be carried on here that are not now in existence, to great advantage. In short, the advantages, of opening a market to that vast deposit of fuel and iron are so numerous and palpable that the persons on the route need no illustration to establish them.

The great practical question is, have the people of the route the means to build the road? If not, can they induce capitalists to take stock in it? It is our conviction that the road will pay amply as a cash investment. But, to Columbus it has a more important bearing. It will add vastly to our wealth, population and business. It will open up an avenue of trade that will bring untold wealth to our people. It is simply a question of time, how long our city can get along without this advantage. It will come, but when? That is now the question.

The Hocking Valley can supply any amount of the finest quality of coal, salt, iron, lumber, leather, potash, ware, alum, coppers, sulphur, epsom and glauber salts; sand, flint, and oil stones; fire brick, common brick, &c., &c. These are all of the first importance, and must soon be brought to market. It is vain to keep vast mineral wealths, for any length of time, undeveloped within fifty miles of a great, wealthy, central point like Columbus, especially when the items are needed in business.

We learn that it is the immediate design to open books for the subscription of stock to this proposed road, in Columbus, Lancaster, Nelsonville, and other points on the proposed line. As this city is fast becoming a great central point for railroads, this is needed to finish the work. We again commend it to the attention of our citizens.—O. S. Journal.

GEN. SCOTT'S PAY.—Locofoco papers are at this time laboring to show the people that Gen. Scott has received what pay he was entitled to, under the laws of the country. In money he has, but not in gratitude. The people are yet to settle up that matter. Polk's Administration failing to do justice, The New York Express states the account current, thus:

The United States in Account with General Winfield Scott:

DR	CR
A series of brilliant strokes on the frontier in 1814, 1814, Lundy's Lane included. Services among the Cherokees.	A Captain's or Colonel's pay.
Services in the Black Hawk War.	A General's pay.
Services in the Florida War.	A General's pay.
Border services in Nullification times (1832.)	A General's pay.
Services on the Canada frontier.	A General's pay.
Services in Maine in the 'Aroostook war'.	A General's pay.
Vera Cruz, Cerro Gordo, Contreras, Chapultepec, Churubusco, Molino del Rey, La Garita, City of Mexico.	A General's pay. A Recall. A Court Martial.